

## NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,  
PROPRIETOR.

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VOLUME XLIII.....NO. 174

## AMUSEMENTS TO-MORROW.

LYCORN THEATRE.—BREE.  
STANDARD THEATRE.—OUR NEW PRIZE.  
NIBLO'S GARDEN.—A CELEBRATED CASE.  
PARK THEATRE.—OUR BOYS.  
TIVOLI THEATRE.—VARIETY.  
TONY PASTOR'S—VARIETY.  
GRAND OPERA HOUSE.—BRYANT'S MINSTER.  
GILMORE'S GARDEN.—THOMAS' CONCERTS.  
NEW YORK AQUARIUM.—MONKEYS AND FISHER.

## QUADRUPLE SHEET.

NEW YORK, SUNDAY, JUNE 23, 1878.

The Herald will be sent to the address of  
persons going into the country during the summer  
at the rate of one dollar per month, postage paid.

The probabilities are that the weather in New  
York and its vicinity to-day will be cool and partly  
cloudy or cloudy, probably with rains in the fore-  
noon, followed by clearing weather. To-morrow  
it promises to be cool and clear.

WALL STREET YESTERDAY.—The stock market  
was active and irregular. Gold was steady all  
day at 100½. Government bonds were firm,  
States strong and railroads irregular. Money  
on call lent at 2 a 3 per cent.

IN A RACING WAY the next event of impor-  
tance will be the meeting at Monmouth Park this  
week.

ST. DOMINGO'S PRESIDENTIAL ELECTION is, it  
seems, still in doubt. Wonder if they have a  
returning board!

IF THE PRESENT RUSH to Europe continues  
many weeks the watering places will be pretty  
dull this summer.

ECUADOR MOURNS the loss of her navy. It  
was one small vessel, and a reckless officer has  
just blown it sky high.

THE LONG NEGLECTED Washington National  
Monument is at last to be finished. Work will  
be begun immediately.

THE NATIONAL PARTY put in an appearance  
last evening. Mr. Peter Cooper seems to be  
their favorite for Mayor next fall.

ENCOURAGING NEWS comes from the pioneer  
steamer of the Brazilian line. A large part of  
her return cargo has been engaged.

BLACK FRIDAY turned up in the courts again  
yesterday. The present generation will prob-  
ably never hear the last of that day's memorable  
work.

SOUTHERN ITALY promises to be a large con-  
sumer of our anthracite coal. It is driving out  
the English coke, which has hitherto been used  
there for smelting purposes.

THE CERVANTES MONUMENT PROJECT, unlike  
many similar undertakings, is coming along  
nicely. Subscriptions are pouring in, and next  
month we are promised the corner stone.

THE INDIAN SCARE in Wisconsin and Minne-  
sota looks very like the work of some of the  
enterprising army contractors. Despatches from  
the military authorities give no indications  
of trouble.

THE SURGICAL PAVILION at Bellevue Hospital,  
which a benevolent lady proposes to erect for  
the benefit of respectable workmen who  
may be injured, will be a valuable addition to  
our charitable institutions.

THE CONVENTION of Southern railroad and  
steamship men yesterday was an imposing gath-  
ering. Its object was to arrange a general  
freight schedule, for which purpose a committee  
with full powers was appointed.

JUSTICE PINCKNEY and his court are again  
before the public in an unfavorable and un-  
pleasant light. This time it is a quarrel in re-  
gard to the clerk of his judicial establishment,  
which threatens to involve all the civil courts  
in the city. Some way ought to be found to  
suppress Justice Pinckney.

THE NAUTILUS, which left Boston June 3, was  
spoken by the Adriatic, of the White Star line,  
on the 19th, at a point about one-fourth the  
distance to Europe. The little vessel is the small-  
est that ever attempted to cross the Atlantic.  
Her two passengers were well, and the only as-  
sistance they required was information as to  
their latitude and longitude.

FORTUNATELY only one man was killed by the  
tumbling of the floor of a large building in Mott  
street yesterday. Five hundred persons were  
in the establishment at the time, and their  
escape was almost a miracle. The building has  
not been inspected for two years. How many  
more structures of this character are there in  
the city? And what is the Building Depart-  
ment doing?

IN SETTLING THE FIREWORKS QUESTION it is to  
be hoped the Aldermen will remember that prop-  
erty owners have some rights as against the  
vendors of those dangerous explosives. If they  
have laid in large stocks that is no reason why  
they should be permitted to dispose of them.  
In justice to the great mass of the population  
the use of the more dangerous descriptions of  
fireworks should be strictly prohibited.

THE WEATHER.—The pressure is lowest over  
the eastern lake region and Middle Atlantic  
States. It is also relatively low in the Ohio  
Valley and on the Atlantic coast as far south  
as Florida. It is high over the northern New  
England districts and in the West and South-  
west. Rains continue to fall in the lake regions  
and Middle Atlantic district. They are heaviest  
on the New York and Massachusetts coast. Light  
to brisk winds from the northwest prevail  
in the central districts. They are light in the  
West and Northwest, generally brisk from the  
south and east on the Atlantic coast north of  
Cape Hatteras and brisk to fresh from the south  
and west in the Eastern Gulf. The tempera-  
ture has risen generally in the West, Northwest  
and the New England States; in the other dis-  
tricts there has been a slight fall. The weather  
in New York and its vicinity to-day will be cool  
and partly cloudy, or cloudy, probably with  
sins in the forenoon, followed by clearing  
weather. To-morrow it promises to be cool  
and fair.

## Drawbacks and Duties of Rapid Transit.

When great public improvements are de-  
manded in the interests of the many they  
cannot be relinquished because they hap-  
pen to be inconvenient or even injurious to  
a few. The law of course protects the rights  
of the humblest citizen and throws proper  
safeguards about private property, so  
that it is not permitted to be taken  
even for public use without  
fair compensation. In civilized society,  
where law and order prevail, the strong can-  
not oppress the weak, but individual inter-  
ests must nevertheless yield to the general  
good. When a railroad is constructed  
through a settled State it necessarily cuts  
up farms, destroys the symmetry and  
beauty of pleasure grounds, and sometimes  
necessitates the destruction of buildings.  
The owners are paid what is found to be a  
just valuation for the property taken, but  
when this is done the rights of the individ-  
ual are at an end. A farmer may consider  
himself very inadequately compensated by  
the price he receives, and if his wishes  
could prevail would not probably allow his  
land to be divided by a railroad track for  
four times the amount. The owner of an  
estate may consider himself very hardly  
treated when his lawns and gardens,  
which afford him so much pleasure,  
are destroyed, or when the home in  
which he has lived all his life is pulled  
down to make way for the iron horse. But  
these considerations cannot be permitted  
to block the path of commerce or to  
obstruct the progress and prosperity of  
the Commonwealth. The courts will  
always interfere to prevent wanton  
and unnecessary encroachment on a  
citizen's property, even for a public pur-  
pose, whether it be the construction of a  
railroad or any other improvement. But  
the principle that the convenience and  
wishes of individuals must give way before  
the interests of the community is well set-  
tled and perfectly just. Without it few  
great works could be undertaken by a State  
and the power and growth of a country  
would be fatally crippled.

Rapid transit is a necessity to the pro-  
gress and prosperity of the city of New York  
and to the health, convenience and comfort  
of a million people. This consideration  
justified and demanded the construction of  
the elevated railroads. They were opposed  
by individual interests supposed to be ad-  
versely affected by them, and the tedious  
delay that occurred in the commence-  
ment of the work was due to the  
careful consideration by the courts of  
the points whether such roads were a pub-  
lic convenience and necessity and whether  
there was any private ownership or rights  
in the ground they were to occupy with  
their posts and stations. When these ques-  
tions were decided all legal obstructions  
were swept away and the roads were  
built. It was not to be expected  
that such a system of locomotion could be  
put into operation through a crowded city  
without interfering with some interests,  
and if there is any resident of New York  
who expects to derive all the benefits of  
public improvements without experiencing  
any discomfort he should make his home  
elsewhere. The complaints now heard  
against the Metropolitan Elevated Railroad  
come from two sources—the storekeepers  
and residents along the line of the  
road and the people who travel over it.  
The former find a number of  
objections, and consider that they are  
damaged by the road in several  
ways. The trains jar their buildings and  
make so much noise as to be not only a  
serious discomfort, but to interfere with the  
transaction of their business. The sparks  
from the engines set fire to their awnings  
and endanger their houses by entering the  
open windows. The fine coal dust and  
smoke fly in at their windows and incom-  
mode them, and the poison of the coal  
gas is unbearable and dangerous to  
health. Those who travel on the road make  
complaint of the smoke, the coal dust and  
the gas, the latter being sometimes so off-  
ensive in the forward car as to compel persons  
to leave it. The foot passengers and drivers  
of vehicles also have their grievances, and  
cry out against the noise of the trains, the  
puffing of the engines and the carelessness  
displayed in dropping cinders, water and  
sometimes bolts and other dangerous things  
from the track to the annoyance and peril  
of the passers by.

The residents along the line of both the  
elevated railroads will, no doubt, suffer  
some inconveniences and discomforts under  
the best of circumstances; but, as in all such  
cases, they must submit to them as best  
they may, taking with the rest of the people  
the benefits conferred by rapid transit  
as their compensation. The complaints  
that come from those who constantly use  
the road have good foundation, but it  
should nevertheless be remembered  
that the Metropolitan Elevated road had  
great difficulties to encounter; that the  
work of construction was pushed with a  
vigor and spirit deserving of all praise; that  
the commendable ambition of its managers  
was to open it to the public at the earliest  
possible moment; that perfection cannot be  
attained at once, and that practical expe-  
rience is needed to point out faults and to  
suggest improvements. The company may  
fairly claim sufficient time to make such  
changes as may be found desirable before  
being condemned for disregard of the pub-  
lic convenience. At the same time the  
managers of the Metropolitan and New  
York Elevated railroads will consult their  
own true interests as well as the interests of  
the public if they so erect and conduct  
their roads from the commencement as to  
cause the minimum of discomfort to  
passengers and as little interference as  
possible with the interests and convenience  
of individuals. If rapid transit is a great  
public advantage and of much value to the  
people of New York it is also advantageous  
and valuable in no ordinary degree to  
those on whom the franchises have been  
bestowed, and the corporations must not  
be suffered to follow the old  
policy of securing everything and giving  
little or nothing in return. Every evil  
thus far complained of on the Metropolitan  
Elevated road can be remedied if the dis-  
position to do so exists. Smoke consumers,  
gas consumers and screen netting are al-

ready in existence, and the railroad com-  
panies, considering the liberal profits  
assured to them, can well afford to offer pre-  
miums for improvements or original inven-  
tions by which the difficulties now experi-  
enced from the coal gas, the sparks and the  
fine dust may be obviated. The incon-  
venience and annoyance arising from these  
causes are felt by the passengers on the  
cars as well as by the residents on the line  
of the road, and will be more serious in the  
hot weather, when it is necessary to ride  
with open windows. The noise, which is  
certainly a very great discomfort, cannot  
be wholly avoided, but it might be ma-  
terially lessened. The matter should receive  
the attention of the engineers of the roads,  
and whatever is possible should be done to  
decrease the din, which is at present in-  
sufferable. The lessening of the noise of  
trains has been the subject of much thought  
among railroad men, and various success-  
ful contrivances have been applied to sur-  
face roads for that purpose. We be-  
lieve that mechanical genius will not fail  
to find some means of decreasing the  
noise on elevated roads provided the lib-  
erality of the companies invites the trial.  
These roads are already proved to be of  
such vast public utility that everything  
possible should be done to prevent them  
from becoming sources of inconvenience,  
discomfort or danger to the people living  
along or in the vicinity of their lines.

We have no doubt that in a few months  
great improvements will be made in rapid  
transit travel and that many of the causes  
of complaint that now exist will be re-  
moved. There will not be such crowding  
of the trains in the busy hours of the  
day, when the travel is divided between  
the two main lines, especially if the  
promise of doubling the present  
facilities on the Metropolitan Elevated road  
is carried out. Some means will no doubt  
be adopted to prevent pushing and scram-  
bling on the depot platforms when the  
depots are completed, and thus a dangerous  
practice will be discontinued. Already the  
Metropolitan company has prohibited  
passengers from riding on the  
car platforms, and this regulation  
will be the more easily enforced  
when the cars are less crowded. It is prob-  
able that some means of more speedily re-  
ceiving and discharging passengers at the  
stations will be adopted, so as to avoid  
delay, especially if the two minute head-  
way time table is to be run on the Metro-  
politan line. All these improvements will  
be welcome to the passengers and  
profitable to the companies. We would  
suggest the use of open cars for  
summer travel. Such cars would be  
especially enjoyable on an elevated road,  
where there would be no inconvenience  
from dust, and where the speed would af-  
ford the passengers a delightful current of  
air even in the hottest months. The cars  
of the Metropolitan Elevated road are  
handsomely and even lavishly fitted up; but  
some of them are better suited to cool than  
to warm weather. One-half of the windows  
can be raised only two or three inches, and  
on some summer days with crowded cars  
the passengers would suffer from the heat  
more than on the surface roads. The cars  
intended for summer use are cooler and  
more pleasant, as all the windows open to  
the full limit; but, after all, they do not  
wholly fill the bill. Open cars would be  
pleasant enough to induce people  
to ride on them, as they sometimes  
sail down the bay during the "heated  
term," only to catch the cool air. The New  
York Elevated road on Third Avenue, if it  
gets to work as speedily as is anticipated,  
should mark its opening by the use of open  
cars.

### The Negotiation at Berlin.

Either the reported outline of the agree-  
ment between Russia, Austria and England  
in regard to Bulgaria is inaccurate in detail  
or altogether erroneous, or England has re-  
pudiated the Schouvaloff-Salisbury memo-  
randum, and Russia, most remarkable of  
all, has accepted such repudiation. By the  
memorandum England agreed with  
Russia that Bulgaria should be divided into  
two provinces, of which the one south of  
the Balkans should be a Christian  
governor and of the other an English col-  
ony. Further, she agreed that the  
Turkish "troops should be withdrawn" from  
the province of Southern Bulgaria and  
should "not re-enter it." That at a stroke  
removed all Turkish force to the southern  
limits of the new province, wherever these  
might be drawn, while the condition of  
organization on the model of an English  
colony assured that the new province,  
while not free from Turkey as the Northern  
Bulgaria would be, would only have such a  
nominal dependence on the central Turkish  
government as the Danubian principalities  
and Serbia had under the Treaty of Paris.  
But the alleged agreement reported by the  
London Times places the dividing line of  
the two Bulgarias on the Balkans, makes  
the crest of the range the southern frontier  
of Northern Bulgaria and the northern  
frontier of Southern Bulgaria, and says "the  
Turks are to have the right to fortify the  
Balkan passes and to garrison the fortified  
places." That is, instead of the Turks  
withdrawing from Southern Bulgaria, as  
agreed by Salisbury, they are to remain  
there and hold and fortify its northern  
frontier. As it is not possible to reconcile  
these two statements there is an error of  
great consequence somewhere, and we are  
inclined to believe that it is in the Times'  
report of the results of the agreement be-  
tween the two Powers. It is impossible  
that the agreement can have been made  
as reported without the re-  
pudiation of the Anglo-Russian memo-  
randum, and the repudiation of that  
would be the violation of the condition on  
which Russia entered the Congress. Russia  
refused to meet the Powers in the Congress  
on the open basis of the revision of the  
San Stefano Treaty. She demanded to  
know specifically the points of that treaty  
which England desired to discuss and the  
nature of the changes that England pro-  
posed. The result of that demand was the  
memorandum as drawn up, and on the  
faith of that paper Russia accepted the  
Congress. That paper, therefore, is Eng-  
land's pledge that she would not de-  
mand the modification of the treaty ex-

cept as proposed in her agreement  
with Russia. The tenth article of the  
agreement with Russia was as follows:—  
"England will suggest at the Congress that  
Europe reorganize Bulgaria and will dis-  
cuss the occupation of it by Russia." This  
implies that England did not dream of  
maintaining the Turks in that country.  
Some correspondence published to-day,  
and which was written before the publica-  
tion of the Anglo-Austrian scheme of set-  
tlement, says:—"England would withdraw  
from the Congress on the question of the  
line of the Balkans and occupation of the  
frontier of Roumelia by Turkish  
troops. She would withdraw were Russia  
to insist upon administrative or govern-  
mental predominance in Roumelia." In  
these sentences the name Roumelia serves  
for the Southern Bulgaria of the Anglo-  
Russian agreement, and both these condi-  
tions are against the faith of that agreement.  
If this change has been made by an alliance  
of England and Austria against Russia it  
presents a case in which England, having  
pledged herself to a certain limitation in  
particular demands, has joined another  
Power in exceeding that limitation.

### Is Stanley Matthews Afraid of General Butler?

The curious statement has found its way  
into print that the reason Mr. Stanley Mat-  
thews does not appear before the Potter  
committee is because he is afraid of General  
B. F. Butler. At the meeting of the com-  
mittee yesterday the Essex statesman  
referred to this story and said that if his  
presence was the cause of Mr. Matthews'  
absence he would gladly retire and give his  
Senatorial friend an opportunity to make a  
clean breast of it. This was exceedingly  
kind on the part of General Butler; but,  
in justice to the public, we do not  
see how he can remain away from the  
committee. He was placed there as a  
representative of the republican party to  
see that Mr. Potter and his democratic col-  
leagues conducted their hunt after fraud in  
a proper and becoming way. To absent  
himself even for an hour would be a great  
injury to the party, and perhaps to the vi-  
siting statesmen upon some of whom un-  
pleasant suspicion has been cast. But why  
should Mr. Matthews be afraid of General  
Butler? It certainly cannot be because  
General Butler was a great warrior; for  
Matthews himself wore the blue, and won  
imperishable renown as a lieutenant col-  
onel in an Ohio regiment, the number of  
which we have forgotten. Assuredly it is  
not because General Butler is a great law-  
yer. Mr. Matthews' fame as a jurist extends  
all through the Western Reserve. His abili-  
ties are so great that it is said he carries the  
whole administration on his shoulders.  
Surely he is entirely competent to take  
care of himself, and we cannot believe that  
he declines to attend because General But-  
ler is on the committee. We can under-  
stand why Mr. Blaine, being neither a war-  
rior nor a lawyer, should be afraid of Gen-  
eral Butler, and we were not surprised some  
years ago when, although Speaker of the  
House of Representatives, he jumped  
through a window in his haste to get  
away from the hero of New Orleans.  
This universal terror of Butler is, how-  
ever, all the result of a misapprehen-  
sion. He is one of the most amiable and  
angelic of men in nearly every relation of  
life. It has been said that he bullies and  
browbeats witnesses; but this is so unlike  
him that we must put it away as the ma-  
licious invention of an enemy. Mr. Mat-  
thews' fears, if they exist at all, are idle.  
Some one must have been imposing upon  
him and telling him horrible stories about  
Butler, whom, it seems, he has never met.  
Perhaps it is Anderson. If so, we advise  
him not to believe that graceless person.  
He will find General Butler as amiable and  
seductive as a winsome widow to whom he  
once likened himself. Mr. Matthews would  
not certainly be afraid of a widow.

### Our Paris Cable Letter.

The race for the Grand Prix at Long-  
champs, the great military review and the  
funeral of the ex-King of Hanover were the  
events that last week helped the weather  
to cut into the receipts at the Exposition.  
Poor old King George was no loss  
to Hanover and will not be much  
missed from the world. It was something  
of what is called "the irony of fate" that  
sent his funeral, with all its emblems of  
regal mourning, through the chief city of a  
republic. A dead ex-king is not a cheerful  
object, and it is pleasant to turn to the  
review, which exhibited French manhood  
in the attitude it loves most. They are  
working hard to make themselves as good  
as the Germans and are gradually coming  
up to the Von Moltke standard. Only think  
how a Frenchman would have sneered at  
such a compliment eight years ago! New  
attractions are catalogued in the  
Exposition. Some wicked French  
critics are making little of our  
art display in the Champ de Mars. That  
is very hard to bear, but they touch us to  
the soul when they pour out polysyllabic  
scoorn upon our wonderful facade, which  
cost some hundreds of dollars and was  
built with the speed of that great  
railroad in the far West where the  
workmen after putting down fifty miles  
of track in the day ran up the cities  
in the evening that they were to sleep in  
over night. In such a structure one must  
be prepared for little surprises in the way  
of towers on the wrong corners and chim-  
neys where there are no flues; but how in-  
famous to brand it as inartistic on such  
trivial grounds. The man who wrote that  
article has, we fear, never seen our Post  
Office, or our Court House, or Mr. Talmage's  
Tabernacle. One of the French fine art  
jurors, the painter Hebert, has resigned  
because his fellow jurors made awards to  
themselves. They evidently understand  
what a man goes on a jury for. Every  
Frenchman believes himself the  
most superior being in the world, and the  
wonder, therefore, should be that they are  
magnanimous enough to make awards to  
anybody else. The Shah is still in Paris.  
He dined with ex-Queen Isabella, and  
went to see the Figaro printed during  
the week. Among the queer things at-  
tributed to him is his having prom-  
ised the Order of the Lion and the  
Sun to the Bonapartist bully, Paul de Cas-

sagnac. If he could only be induced to in-  
vite M. Paul to Toheran, and make the  
change of habitat an object to him, what a  
blessing it would be! He might offer him,  
for instance, a weekly batch of fatted Par-  
sces that he could spit at his leisure.

### High Jinks in Louisiana.

In Mrs. Jenks' testimony before the Pot-  
ter committee, which we print to-day, will  
be found the most piquant chapter of the  
investigation. It is as happy a piece of po-  
litical satire as any scene in the old Athen-  
ian comedy, yet does not descend to the  
farical extravagance of that reservoir of  
quaint surprises. Athens had no woman  
precisely like Mrs. Jenks, nor all Greece a  
lawyer like General Butler, and conse-  
quently that world was without examples  
of the precise tone of dialogue in which a  
piece of political trickery could be set  
forth with the happiest effect. In the  
light of Mrs. Jenks' story the one  
complete dupe in the whole Louisiana scandal  
is the famous Anderson. That trickster  
is presented as the one ineffable idiot in the  
chronicle. How remorselessly smart that  
pitiful wretch seemed when he told his own  
story! He had duped men high in place  
into making pledges to him. They had put  
their pledges in "black and white." On  
the faith of this presumed hold upon them  
he had sought to extort a post in the gov-  
ernment, and failing to get it had shown  
his pledges and induced Congress to under-  
take an investigation. He seemed in a fair  
way to crush some of the great ones. But  
presto! there is a change! He alleges  
that the original of one of the documents is  
in the hands of a certain woman from  
whom he received a copy of it—a woman  
who was the messenger between his asso-  
ciate and Mr. Sherman. She is put upon  
the stand and required to tell where that  
original is, and she simply declares that  
there is no original, that there never was an  
original, and, in short, intimates in a suf-  
ficiently clear way that she alone was the  
author of the famous Sherman letter. If  
this story is not broken down it will en-  
tirely relieve Mr. Sherman, and ought to  
dispose Anderson to commit suicide. It  
will indeed go far to make the whole investi-  
gation ridiculous, for it strikes away the one  
great piece of evidence without the sup-  
posed existence of which it is doubtful if  
the inquiry could ever have been under-  
taken.

### Pulpit Topics To-day.

As the warm season advances and minis-  
ters and people who can leave town the  
topical sermons begin to lessen and at the  
same time to take on a more noticeably re-  
ligious appearance. Most of those an-  
nounced for to-day belong to the purely  
spiritual class. There are few sensational  
or speculative among them. Mr. Burck  
will present some views of spiritual power  
in connection with the reception given to  
Christ in His own town in the days of His  
flesh. Mr. Hopworth will give his people  
illustrations of God's love for us, and will  
furnish some practical thoughts to the  
young men now about to leave the New  
York College for their guidance in the  
conflict of life. Mr. Rowell will offer the cure  
for soul thirst to his people. The cure for  
hard hearts is, as Mr. W. N. Searles be-  
lieves, to draw them to Christ, but, then,  
Christian vigilance, as Mr. Peeke  
will show, is necessary to preserve tender hearts.  
While faith in Bible miracles is being  
weakened more and more every day, it is  
well, as Mr. Alger does to-day, to call at-  
tention to the chronic miracles in human  
life—miracles being wrought before our  
eyes every moment. Mr. Jutten will ex-  
plain how and why God expostulates with  
discontented men. The Prodigal Son will  
take his chances with Mr. Smith, while  
Judas Iscariot will be sent to his own place  
by Mr. Kerr. Abraham on Mount Moriah  
and Jesus at the marriage feast in Cana  
of Galilee will give Mr. Davis food for  
thought, while, in the sensational line, Mr.  
Corbett plays with the man whose thumbs  
and great toes were cut off by the Jewish  
ruler. Mr. Moment will recite the history  
of some hymns and show their power over  
the emotions. Mr. J. E. Searles will specu-  
late on future life as a motive to right living  
here, while Dr. Newman contrasts Moham-  
med and his Koran with Christ and the  
Bible.

### PERSONAL INTELLIGENCE.

Mrs. Jenks had the last word.  
Schuyler Cullax is lecturing in Lincoln.  
Lacroce is becoming very popular in California.  
Mrs. Hayes made a pilgrimage to Mount Vernon on  
Friday.  
Congressman N. P. Banks, the Bobbin boy, is beau-  
tiful but not young.  
Senator Bruce, of Mississippi, is going to Europe to  
remain four months.  
Mr. Samuel Piza, Consul General of Porto Rico,  
came on the Adriatic yesterday.  
Mrs. Chester E. Arthur and Mrs. Thomas Murphy  
arrived from Liverpool yesterday.  
Vice President Wheeler will attend the St. Lawrence  
County Fair, at Canton, in September.  
Atlanta Constitution.—"Mr. Hayes is probably sorry  
that he stands on a one term platform."  
Mr. Greigore de Williams, Secretary of the Russian  
Legation at Washington, is at the Everett House.  
Ex-Governor Swann, of Maryland, with his wife,  
has arrived at his summer home in Newport, R. I.  
Senator H. K. Anthony, of Rhode Island, and Con-  
gressman Eugene Hale, of Maine, are at the Fifth  
Avenue Hotel.  
Some one says, "At eighteen we yet believe some-  
thing; ten years later we believe in nothing—not  
even in old wine."  
The Boston Post has seen a chimney swallow. That's  
nothing. Smoke is its natural food. But who ever  
saw a chimney sweep?  
The Washington Post declares that under the pre-  
sent administration no opportunity to snub General  
Grant has been sought.  
The Atlantic Constitution more than hints that  
Herchel V. Johnson may be nominated for Congress  
against Alexander H. Stephens.  
Leviathan (Pa.) Sentinel.—"The Herald is repre-  
sented all over the civilized world, and in a large part  
of the world that is not civilized."  
The Boston Post asks, "Did you ever see a claret  
punch?" No; but any old sport can tell you that a  
"punch" will make the "claret" flow it properly ap-  
plied.  
Admiral Porter has a new little granddaughter, the  
joy of his son-in-law Logan, and the handsome old  
gentleman goes about with his fingers in his ears,  
saying, "Dinna ye hear this Logan?"  
These journals which express surprise at Mr. Cook-  
ing's generous as well as astute behavior toward ex-  
Governor Fenton have never studied the statesman.  
They are only acquainted with the politician.  
Representative A. H. Stephens arrived at Augusta,  
Ga., last evening, and was met by a large crowd of  
citizens. Much enthusiasm was manifested. A  
salute of thirteen guns was fired. He will speak there  
next week.

## TELEGRAPHIC NEWS

From All Parts of the  
World.

### ENGLAND—RUSSIA—AUSTRIA

Already a Triangular Fight  
in the Congress.

### QUIBBLING ABOUT WORDS.

Austria Sure to Get a Large  
Piece of Turkey.

### COMING RACES AT HENLEY

Great Britain is Willing to Take the  
Fishery Award.

[BY CABLE TO THE HERALD.]

LONDON, June 23, 1878.

The Post said yesterday:—"The fact that the  
Schouvaloff-Salisbury memorandum was not signed,  
only initiated, does not affect its validity, but in-  
dicates its character as simply an arrangement for  
facilitating an approach to a more serious negotia-  
tion."

WHEN ENGLAND WOULD WITHDRAW.

The Berlin correspondent of the London Times,  
writing before the news of the alleged agreement  
between England, Russia and Austria, says:—  
"England would withdraw from the Congress,  
heedless as to what the other Powers would do  
on the question of the line of the Balkans and oc-  
cupation of the frontiers of Roumelia by Turkish  
troops. She would withdraw were Russia to insist  
on administrative or governmental predominance  
in Roumelia. There is no other point, I believe, on  
which England would break off negotiations."

GENERAL PRINCIPLES.

"As to the Egean Sea, the war indemnity, the  
Dardanelles and Armenia, they are questions  
pretty well settled. The line of the Balkans will  
be adopted. The Turks will be able to garrison  
and fortify themselves on all the frontiers of Rou-  
melia. The Greek element will be substituted in  
that province for the Russian. Bosnia and Herze-  
govina will belong to Austria. Access to Salonica  
and the Egean Sea will not be hampered. The  
Antivari question will not be a cause of rupture."

REASONING EXPLAINS.

"The cohesion of Turkey is substituted for the  
integrity of Turkey. An anti-Slavonic Roumelia  
and a progressive Greece will also assist to resist  
further Russian aggression. Austria will take  
Bosnia and Herzegovina, which, if retained by  
Turkey, would only be causes of weakness and sus-  
picion and would soon fall a prey to Serbia and  
Montenegro. The publication of the Anglo-Rus-  
sian memorandum necessitated such complete and  
frank explanations between Lord Beaconsfield and  
Count Andrássy that it may be regarded as the  
cause of the thorough understanding which now  
exists."

CONSIDERABLE PROGRESS MADE.

A Berlin despatch states that all the plenipot-  
entiaries were present at yesterday's sitting of the  
Congress. The sitting lasted from two until a  
quarter of five P. M. Nothing is yet known from  
Berlin direct of the proceedings, but a telegram  
received in Vienna, and quoted as from a trust-  
worthy authority, says the general impression from  
the sitting is most satisfactory. The labors of the  
Congress have made considerable progress.

CONSPIRACY IN GERMANY.

In regard to the private posturing between  
Russia, Austria and England, other Berlin tele-  
grams appear to confirm the statement published  
by the Times yesterday morning as to the arrange-  
ment relative to the Balkans, but the decision of  
the Czar is awaited upon certain other points is  
dispute touching Southern Bulgaria and the Anti-  
vari question. The affairs of Montenegro and Ser-  
bia have not yet been discussed at the private  
meetings.

AUSTRIA'S LITTLE GAME.

A Berlin telegram to the Post says:—"Austria de-  
mands from the Porte 7,000,000 florins for main-  
taining the Bosnian regiments, or in lieu of the money  
the cession of Kiek, Sutorina, Trebinje, Smoki  
and Sivo."

HERZEGOVINA MUST SUBMIT.

A special despatch to the Vienna Political Corre-  
spondence, from Ragusa, says the recent meeting  
of Herzegovina insurgent leaders in Cetinje was  
convoked to summon all the rayahs to arms. The  
delegates from Lower Herzegovina, how-  
ever, absolutely refused to participate in  
such a movement, as influential persons  
in their district evinced a leaning to Austria.

NOW SHE WILL OCCUPY BOSNIA.

A despatch from Constantinople says Austria will  
demand in the Congress authorization to escort  
the Bosnian refugees back to their homes, and, it  
said, will urge that the duration of their escort's  
stay in Bosnia be left undisturbed.

THE AMERICAN FISHERY AWARD.

The Times in an editorial about the fishery  
award says that the English government have no  
course open to them except to take the money  
without inquiry and without quibbling of conscience.